CHAPTER 10. CONDUCTING RECORDS REVIEWS AND AIRCRAFT INSPECTIONS MANDATED BY THE AGING AIRCRAFT RULES

SECTION 1. BACKGROUND

1. PROGRAM TRACKING AND REPORTING SUBSYSTEM (PTRS) ACTIVITY CODES.

- Maintenance: 3634, 3647

3. OBJECTIVE. This chapter provides guidance on conducting aging airplane inspections and records reviews to accomplish the requirements of the Aging Airplane Safety Final Rule and the Aging Aircraft Safety Act of 1991 (the Act). The Act requires the Administrator to make inspections and to review the maintenance and other records of certain aircraft to decide whether they are maintained in an airworthy condition. To accomplish this, the Maintenance aviation safety inspector (ASI) will conduct structural spot inspections and aircraft records surveillance, as deemed appropriate. The air carrier, to accomplish the required aircraft records reviews and inspections, may use Designated Airworthiness Representatives (DAR) and/or Organizational Designated Airworthiness Representatives (ODAR).

NOTE: For the purpose of this function, "the Administrator" is defined as ASIs, DARs, ODARs, or other persons so designated to accomplish these inspections.

5. GENERAL.

A. Basic Requirement. The basic requirement is to inspect each aircraft and review its records; however, a sampling of these tasks and records for each airplane along with routine surveillance of a certificate holder's maintenance program will ensure that each airplane and its age-sensitive components are properly maintained. This guidance is applicable to each airplane operated under Title 14 of the Code of Federal Regulations (14 CFR) part 121 (except those airplanes operated solely within the State of Alaska); 14 CFR part 135, multiengine, in scheduled service (except those airplanes operated solely within the State of Alaska); and U.S.-registered, 14 CFR part 129, multiengine aircraft. Air Transportation Oversight System (ATOS), carrier certificate-holding district offices (CHDO)/certificate management offices (CMO) shall use PTRS to report aircraft and records inspections.

B. General.

(1) Records Review. The ASI/DAR/ODAR will review/sample the following records for each airplane described in paragraph 5A to ensure confidence that the carrier is maintaining adequate/reliable records:

(a) Total years in service.

(b) Total flight hours of the airframe.

(c) Total flight cycles of the airframe.

(d) Date of last records review and inspection required by part 121, § 121.368; part 129, § 129.33; and part 135, §§ 135.422 and 135.423.

(e) Current status of life-limited parts of the airframe.

(f) Time since last overhaul of all structural components required to be overhauled on a specific time basis.

(g) Current inspection status of the airplane, including the time since the last inspection required by the inspection program under which the airplane is maintained.

(h) Current status of the following, including method of compliance:

- Airworthiness Directives (AD)
- Corrosion Prevention and Control Programs
- Inspections and procedures required by part 121, § 121.370(a); part 129, § 129.16; and part 135, § 135.168, when applicable.

NOTE: The effective date of these rules is December 5, 2007.

(i) A list of major structural alterations.

(j) A report of major structural repairs and the current inspection status of those repairs.

(2) Aircraft Inspections. The intent of the Act will be met by accomplishing structural spot inspections as outlined in Federal Aviation Administration (FAA) Order 8300.10, Airworthiness Inspector's Handbook, vol. 3, ch. 2.

(3) FAA Inspection Personnel. It is important that ASIs are familiar with the type of aircraft and records system of the air carrier before performing these inspections. ASIs possess various degrees and types of experience. An ASI who needs additional information or guidance should coordinate with personnel experienced in that particular specialty. This can be accomplished through on-the-job training provided by the office with responsibility for oversight of the air carrier the ASI will be inspecting.

(4) Coordination Requirements.

(a) It is essential for CHDOs/CMOs to coordinate with the operators and geographic units to ensure that no unnecessary delays are incurred as a result of records reviews and aircraft inspections if inspections are to be accomplished using geographic ASIs.

(b) Geographic units may be needed to assist the CHDO/CMO in performing these inspections/reviews. Coordination is required to transmit all inspection results and/or recommendations to the CHDO/CMO including a list of discrepancies found.

(c) The CHDO/CMO will be responsible for notifying the certificate holder that the inspection/ review has been completed.

7. INITIAL NOTIFICATION AND PLANNING.

A. Initial Notification.

(1) Sixty-Day Notification to the FAA. The rules require that the operators notify the FAA at least 60 days before the airplane and its records will be available for the records review and inspection. Operators should be encouraged to provide advanced planning schedules of aircraft undergoing heavy maintenance. Principal maintenance inspectors (PMI) should work closely with their operator during this period to address any issues that could delay the records review and inspection or prevent the airplane from returning to service as scheduled.

NOTE: Operators may have scheduling issues that prevent the aircraft from being available. ASIs should work with the operator to accomplish the inspections in a timely manner, but the airplane cannot operate after the age threshold is reached, unless an extension is requested and approved.

(2) Unforeseen Scheduling Conflict. The rules provide for a 90-day extension to accomplish the records reviews and inspections should an unforeseen operator scheduling conflict occur. The CHDO/CMO may approve an extension of up to 90 days, provided the operator presents written justification for the scheduling conflict. Electronic, facsimile, or other forms of notification may be accepted. Operators should be encouraged to provide ample time for the CHDO/CMO to respond to the extension request.

NOTE: An extension can only be granted by the CHDO/CMO.

B. Heavy Maintenance Check. The Act states that the records reviews and inspections will be carried out as part of the operator's heavy maintenance check. For the purpose of complying with this statute, a heavy maintenance check is defined as a "C" check or segment thereof, a "D" check or segment thereof, or other scheduled maintenance visits where structural inspections are accomplished.

C. Planning. The records review(s) can be, and usually will be, accomplished separately from the aircraft inspection. This is because many operators perform maintenance in one location while the records may be maintained in a different location. If the records review and aircraft inspection are conducted separately, the operator should provide a summary of any additional records entries at the time of the aircraft inspection, such as ADs accomplished and major repairs accomplished.

D. Records Reviews and Inspections. Records reviews and airplane inspections for parts 121, 129, and 135 scheduled operators will be similar.

(1) Records Review.

(a) The operator may provide actual "hardcopies" of the records or summaries of compliance as per its approved recordkeeping program.

(b) The ASI/DAR/ODAR should plan to sample the records to verify accuracy.

(2) Aircraft Inspection.

(a) Confirm the aircraft is available. Schedule the inspection when the aircraft has been sufficiently prepared for inspection, that is, opened/ cleaned.

(b) The ASI should be familiar with the aircraft type and inspection program the aircraft is maintained under.

(c) Based on the records review and the planned maintenance, the ASI/DAR/ODAR should select several structural inspection items to sample, if practical. Included in the items selected for sampling should be job task cards that indicate the:

- Task
- Method of compliance
- Tooling required
- Required signoffs

(3) Air Carrier Notification. The CHDO/CMO must notify the operator that the records reviews and inspections are complete. Because the aircraft records reviews and/or inspections may be accomplished by different inspectors in different geographic locations, coordination of these efforts is essential. Final notification to the operator will be made by the CHDO/CMO.

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SECTION 2. PROCEDURES

1. PREREQUISITES AND COORDINATION REQUIREMENTS.

A. Prerequisites:

- Knowledge of the regulatory requirements of 14 CFR parts 121, 129, 135, and 145
- Successful completion of the Airworthiness Inspector Indoctrination course(s) or equivalent
- Familiarity with the aircraft type and inspection program the aircraft is maintained under

B. Coordination. This task requires coordination between ASIs, DARs, and ODARs. It also requires coordination between CHDOs/CMOs and operators/ geographic units.

3. REFERENCES, FORMS, AND JOB AIDS.

A. References (current editions):

- Order 8300.10, vol. 3, ch. 2, 41, 42, and 75

B. Forms. None.

C. Job Aids. None.

5. MAINTENANCE RECORDS REVIEW.

A. Receive the Records. The certificate holder will coordinate with the FAA to provide the location and the status of the records required by §§ 121.368, 129.33, 135.422, and 135.423. Order 8300.10, vol. 3, ch. 41, ch. 42, and ch. 75 provide necessary guidance for evaluating the required air carrier maintenance records.

B. Conduct the Review. The ASI/DAR/ODAR will review/sample the records identified in section 1, paragraph 5B(1).

NOTE: The records review and airplane inspection may be carried out by different ASIs/DARs/ODARs in different locations. This will require coordination between the inspectors to ensure discrepancies noted in either the records review or the airplane inspection are investigated to ensure compliance with regulations.

7. AIRCRAFT INSPECTIONS.

A. Plan the Inspection. The ASI will coordinate with the certificate holder as to the scope and extent of the planned inspection. Order 8300.10, vol. 3, ch. 2 provides necessary guidance for accomplishing structural spot inspections.

(1) The ASI/DAR/ODAR should select structural inspections, Corrosion Prevention and Control Programs tasks, or major repairs/modifications that are scheduled to be accomplished during this maintenance visit. If possible, supporting documentation for these tasks should be obtained before conducting the planned inspection.

(2) While performing these inspections, every effort should be made to avoid interfering with, or inconveniencing, the planned/scheduled maintenance.

B. Observe Maintenance Tasks. Observe maintenance tasks to ensure that:

(1) Work instructions provide sufficient detail to accomplish the scope of the required maintenance task.

(2) Required tooling and materials are available and used.

(3) Work is accomplished by properly trained and qualified personnel.

9. AGING AIRPLANE RECORDS REVIEW AND INSPECTION REPORTING REQUIREMENTS.

A. Record Results in Operations Specifications (OpSpecs). The records reviews and inspections required by the Aging Airplane safety rules will be recorded using OpSpec D485.

NOTE: OpSpec D485 must be filled out and activated only for the following: All part 121 operators; all part 129 operators using U.S.-registered multiengine airplanes; and part 135 scheduled operations multiengine (airplanes only). Because aircraft operated in part 135 on-demand operations and part 135 helicopters are not required to comply with §§ 135.422 and 135.423, it is not necessary to issue OpSpec D485. It is unnecessary to issue the paragraph to the operator as is normally done—an FAA approval is sufficient. It does

not require the certificate holder to sign for it to be valid.

(1) Entries in this OpSpec will be auto filled from the operator's Aircraft Authorization listing and will include:

- Aircraft registration number
- Aircraft serial number
- Nose number
- Make, model, and series

(2) The operator or the PMI will make the following entries:

- Date of manufacture
- Date of notification to operator of records review completion
- Date of notification of aircraft inspection completion
- Date of notification to the operator that both the records review and aircraft inspections are complete (this date will be used to calculate the due date of the repeat inspection)

B. Record Optional Text, If Applicable. If aircraft listed are not due these inspections or the rule is not applicable, use the pull-down menu on OpSpec D485 to indicate the status of the aircraft in Col. 6, 7, and 8. If the aircraft is currently not in service and in storage, enter "storage" in Col. 6 and 7. Enter N/C for Not Complete in Col. 8. If the airplane has not reached the inspection threshold (15th birthday) enter "below threshold" in Col. 6 and 7. Enter N/C for Not Complete in Col. 8. If the airplane is operated in part 135 on demand, enter "on demand" in Col. 6 and 7. Enter N/A in Col. 8. For airplanes operated solely within the State of Alaska, enter "Alaska Intrastate" in Col. 6 and 7. Enter N/A in Col. 8. Information to include the date of manufacture must be entered in OpSpec D485 as soon as OpSpec D485 is activated for the operator.

11. TASK OUTCOMES.

A. Complete PTRS. Complete the PTRS entry to track the accomplishment of these inspections. The activity code will be 3647 for the aircraft inspection and 3634 for the records review. The "National Use" field entry shall be "AGINGRIR" (without the quotes). The comments section will be used to record airplane times, cycles, inspection status, and other required data.

B. Complete the Task. Successful completion of this task will result in the following:

(1) The cognizant PMI will be notified of any significant findings.

(2) ASIs, designees, or the operator will notify the cognizant PMI electronically or verbally upon completion of the records review or aircraft inspection so that no delay will be incurred in notifying the operator.

(3) The PMI will notify the certificate holder of any findings through standard office procedures.

(4) The PMI will notify the certificate holder that the records review and inspection have been accomplished for a specific airplane. This will be accomplished via electronic, facsimile, or other accepted forms of notification.

NOTE: Because records reviews and the structural spot inspections may be completed on different dates, therefore the date of notification to the operator of completion of the records and aircraft inspection will be used to determine the due date of the next required inspection.

(5) If DAR/ODARs accomplished the records reviews and aircraft inspections, they shall submit a report to the CHDO/CMO indicating the aircraft inspected. This report may be provided directly from the DAR/ODAR or from the operator. The information provided must include the following:

- Identification number of the aircraft
- Total years in service
- Total flight hours of the airframe
- Date of last records review and inspection required by the Aging Airplane Rules

13. FUTURE ACTIVITIES. ASIs will accomplish structural spot inspections and aircraft records surveillance, as required by the Act.